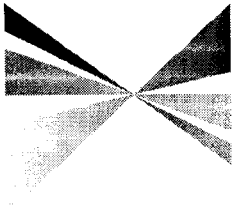


SOUTHERN CALIFORNIA



ASSOCIATION of
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559-8/15/05

MEETING OF THE

ENERGY & ENVIRONMENT COMMITTEE

PLEASE NOTE NEW MEETING TIME

Thursday, November 3, 2005

9:45 a.m. – 10:45 a.m.

SCAG Offices

818 West 7th Street, 12th Floor

Conference Room Riverside A

Los Angeles, CA 90017

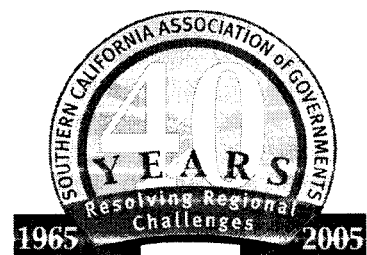
213.236.1800

If members of the public wish to review the attachments or have any questions on any of the agenda items, please contact Deby Salcido at 213.236.1993 or salcido@scag.ca.gov

Agendas and Minutes for the Energy & Environment Committee are also available at:

www.scag.ca.gov/committees/eec.htm

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ENERGY & ENVIRONMENT COMMITTEE

AGENDA

PAGE #

TIME

“Any item listed on the agenda (action or information) may be acted upon at the discretion of the Committee”.

1.0 **CALL TO ORDER & PLEDGE OF ALLEGIANCE**

Hon. Dennis Washburn, Chair

2.0 **PUBLIC COMMENT PERIOD**

Members of the public desiring to speak on an agenda item or items not on the agenda, but within the purview of the Committee, must fill out and present a speaker's card to the Assistant prior to speaking. A speaker's card must be turned in before the meeting is called to order. Comments will be limited to three minutes. The chair may limit the total time for all comments to twenty (20) minutes.

3.0 **REVIEW and PRIORITIZE AGENDA ITEMS**

4.0 **CONSENT CALENDAR**

4.1 **Approval Item**

4.1.1 **Approve Minutes of October 10, 2005 Attachment**

01

5.0 **ACTION ITEMS**

5.1 **Draft Fine Particle (PM2.5) Conformity Determination Attachment**

Ted Harris
SCAG Staff

05

10 Minutes

Staff will present SCAG's analysis on the new conformity requirement.

Recommended Action: Release draft conformity determination for 45 day public review.



SOUTHERN CALIFORNIA
ASSOCIATION of GOVERNMENTS

i

ENERGY & ENVIRONMENT COMMITTEE

AGENDA

			PAGE #	TIME
5.2	<u>Draft 2006 State and Federal Legislative Program Attachment</u>	Government Affairs Staff	09	15 Minutes
	Staff will present the draft Legislative Program for policy committee approval.			
	Recommended Action: Approve and refer to Regional Council for adoption.			
5.3	<u>Energy Working Group Attachment</u>	Jennifer Brost SCAG Staff	23	10 Minutes
	Staff will present a proposed membership list for an Energy Working Group.			
	Recommended Action: Authorize staff to form the Energy Working Group to assist staff in the development of the Energy Chapter of the Regional Comprehensive Plan.			
6.0	<u>INFORMATION ITEMS</u>			
7.0	<u>WATER POLICY TASK FORCE REPORT</u>	Hon. Dennis Washburn, Chair		
8.0	<u>SOLID WASTE TASK FORCE REPORT</u>	Hon. Toni Young Chair		
8.0	<u>CHAIR'S REPORT</u>	Hon. Dennis Washburn, Chair		
9.0	<u>STAFF REPORT</u>	Sylvia Patsaouras, SCAG Staff		
10.0	<u>FUTURE AGENDA ITEMS</u>			
	Any Committee members or staff desiring to place items on a future agenda may make such request. Comments should be limited to three (3) minutes.			



ENERGY & ENVIRONMENT COMMITTEE

AGENDA

PAGE #

TIME

11.0 ANNOUNCEMENTS

12.0 ADJOURNMENT

The next meeting of the Energy and Environment Committee will be held December 1, 2005 at the SCAG offices.

Energy and Environment Committee
October 10, 2005

Action Minutes

THE FOLLOWING MINUTES ARE A SUMMARY OF ACTIONS TAKEN BY THE ENERGY AND ENVIRONMENT COMMITTEE. AUDIO CASSETTE TAPE OF THE ACTUAL MEETING IS AVAILABLE FOR LISTENING IN SCAG'S OFFICE.

The Energy and Environment Committee held its meeting at the Southern California Association of Governments, downtown Los Angeles. The meeting was called to order by Dennis Washburn, Vice-Chair. There was a quorum.

Members Present

Bertone, Denis	SGVCOG
Brennan, Brian	VCOG
Campbell, Todd	City of Burbank
Carroll, Stanley	City of La Habra Heights
Clark, Margaret	City of Rosemead
Cook, Debbie	City of Huntington Beach
Forester, Larry	City of Signal Hill
Hanks, Keith	City of Azusa
Marchand, Paul	City of Cathedral City
Nelson, Larry	City of Artesia
Washburn, Dennis (Chair)	City of Calabasas
Young, Toni	City of Port Hueneme

Members Not Present

Eckenrode, Norman	City of Placentia
Harrison, Jon	City of Redlands
King, Dorothy	Gateway Cities COG
Portantino, Anthony	City of La Canada/Flintridge
Streator, Joyce	City of Pasadena
Van Arsdale, Lori	City of Hemet
Zerunyan, Frank	SBCCOB

1.0 CALL TO ORDER & PLEDGE OF ALLEGIENCE

Hon. Dennis Washburn, Chair, called the meeting to order at 10:35 a.m.
The pledge of allegiance will be done at the Regional Council meeting.

2.0 PUBLIC COMMENT PERIOD

No public comment.

3.0 REVIEW and PRIORITIZE AGENDA ITEMS

5.2 will be discussed at the end of the action items.

000001

Energy and Environment Committee
October 10, 2005

Action Minutes

4.0 **CONSENT CALENDAR**

It was MOVED (Denis Bertone), SECONDED (Larry Forester) and UNANIMOUSLY agreed to approve the Consent Calendar.

4.1 **Approval Items**

4.1.1 Action Minutes of September 1, 2005

4.2 **Receive and File**

4.2.1 State and Federal Legislative Matrix

5.0 **ACTION ITEMS**

5.1 Matilija Ecosystem Restoration

Susan Hughes Ventura County Legislative Analyst provided a powerpoint presentation and explained the project purpose, project planning process and the steps necessary to complete the project.

It was MOVED (Denis Bertone), SECONDED (Larry Forester), and UNANIMOUSLY AGREED to approve Resolution 05-468-1 and forward to the Regional Council for adoption.

5.2 Regional Comprehensive Plan Approach

Honorable Debbie Cook, RCP Task Force Member, presented a report on recommended adjustments to the Regional Comprehensive Plan approach.

It was MOVED (Debbie Cook), SECONDED (Brian Brennen) and AGREED by majority to recommend that the Regional Council approve the approach.

Margaret Clark abstained.

Todd Campbell and Denis Bertone both objected.

5.3 Regional Comprehensive Plan Preliminary Draft Energy Chapter

Jennifer Brost described the process for making refinements and revisions to the Chapter.

The Committee directed staff to include a component on studying coal.

Energy and Environment Committee
October 10, 2005

Action Minutes

It was MOVED (Debbie Cook), SECONDED (Larry Forester) and UNANIMOUSLY AGREED to release the Preliminary Draft Energy Chapter for public review and approve the process described for making refinements to the Plan.

5.4 Malibu Creek Watershed Management: Regulation without Comprehensive Planning

Randall Orton of the Las Virgenes Municipal Water District gave a presentation on the regulations seeking to go after one element of an environmental problem in the watershed, one element of the solution, and the need for a coordinated planning effort.

It was MOVED (Denis Bertone), SECONDED (Larry Nelson) and UNANIMOUSLY AGREED to urge Regional Water Quality Control Board to coordinate water quality measures with Malibu Creek Regional Watershed Implementation Plan and emphasize strategic collaboration.

6.0 **INFORMATION ITEMS**

None

7.0 **WATER POLICY TASK FORCE REPORT**

8.0 **CHAIR'S REPORT**

Claudette Moody reported on the status of Air Quality Management District representation.

9.0 **STAFF REPORT**

The Clean Air Awards is scheduled for October 20.

10.0 **FUTURE AGENDA ITEMS**

11.0 **ANNOUNCEMENTS**


Energy and Environment Committee
October 10, 2005

Action Minutes

12.0 ADJOURNMENT

There being no further business, Dennis Washburn, Chair, adjourned the meeting at 12:30 p.m. The next meeting of the Energy and Environment Committee will be held at the SCAG office on November 3.

Action Minutes Approved
by:


Sylvia Patsaouras, Staff
Energy and Environment

REPORT

TO: Energy and Environment Committee

FROM: Ted Harris, Air Quality Program Manager, harrist@scag.ca.gov, (213) 236-1916

DATE: November 3, 2005

RE: Draft Conformity Findings for the Fine Particle Standard

EXECUTIVE DIRECTOR'S APPROVAL:

Frank LaRocca for Mark Pisano

RECOMMENDED ACTION

Approve the release of the Draft Transportation Air Quality Conformity Determination for the Fine Particle standard for a 30-day public review period.

SUMMARY

This memo summarizes the draft conformity determination for the Fine Particle standard, a new federal health-based standard for particulate pollution that is 2.5 microns or smaller (particulate matter (PM_{2.5})), for the 2004 Regional Transportation Plan (RTP) and 2004 Regional Transportation Improvement Program (RTIP). A conformity determination consists of regional emissions analyses, financial constraint test, timely implementation of Transportation Control Measures (TCMs), the use of the latest planning assumptions, appropriate documentation of findings, interagency consultation, and public involvement. The draft Fine Particle conformity determination reaffirms all of the applicable conformity findings for the 2004 RTP and 2004 RTIP and addresses additional analyses required for the new Fine Particle standard.

Conformity Status of Adopted RTP and RTIP

The adopted 2004 RTP and 204 RTIP conform to the air quality goals established by the State (air quality) Implementation Plan (SIP). Specifically, the 2004 RTP and RTIP will 1) not create new violations of the federal air quality standards, 2) not increase the frequency or severity of existing violations of the standards, and 3) not delay attainment of the standards.

The effective date for the conformity determination for the adopted 2004 RTP, including all of the air basins, is June 7, 2004, and the effective date of the federal conformity determination for the 2004 Regional Transportation Improvement Program is October 4, 2004. The conformity determination for the adopted RTP is currently effective for three years; thus, the RTP conformity will remain effective until June 7, 2007. The conformity determination for the adopted RTIP is currently effective for two years; thus, the RTIP conformity will remain effective until October 4, 2006.

The Fine Particle conformity determination does not affect the existing conformity schedule for the RTP or RTIP. However, the new federal conformity regulation for PM_{2.5} requires the

REPORT

Southern California Association of Governments (SCAG) to make a positive conformity determination and receive approval from the United States Department of Transportation (US DOT) by April 5, 2006 or the region's conformity will lapse.

Fine Particle Non-attainment Area

The South Coast Air Basin is the only PM_{2.5} non-attainment area in Southern California. The attainment year for PM_{2.5} non-attainment areas is 2010, with a potential five year extension to 2015 (see Table 1).

Table 1: SCAG Region – Fine Particle (PM_{2.5}) Non-attainment Area

Non-attainment Area	Maximum Attainment Date
South Coast Air Basin (SCAB)	2010 with a possible 5 year extension to 2015

The Southern California Transportation Conformity Working Group (TCWG) discussed an efficient process to obtain an approved PM_{2.5} conformity determination for the 2004 RTP and RTIP (August 23, 2005 <http://www.scag.ca.gov/tcwg/>), and staff presented this process to the SCAG Energy and Environment Committee on September 1, 2005. This process entails reaffirming previously approved air quality conformity analyses and findings for the 2004 RTP and 2004 RTIP and addressing additional analyses required by the new Fine Particle standard. This approach parallels the process for the 8-hour ozone conformity determination.

Proposed process for Fine Particle conformity determination on the 2004 RTP and RTIP:

1. Conduct ongoing public participation and interagency consultation throughout the process.
2. Perform regional emission analysis. PM_{2.5} is a new air quality standard with no established emission budgets, and requires an *interim emissions test*. The interim emissions test requires SCAG to demonstrate that implementing the 2004 RTP and the 2004 RTIP is not expected to cause PM_{2.5} emissions to exceed emissions in year 2002. This PM_{2.5} conformity determination includes regional emissions analysis for direct PM_{2.5} emissions and NO_x as a PM_{2.5} precursor. The modeling years are the 2002 baseline year and 2010, 2020, and 2030.
3. Reaffirm the existing conformity findings for the 2004 RTP and 2004 RTIP.
4. Release the draft conformity analyses and documentation for the new PM_{2.5} standard in November 2005 for a 30-day comment period.
5. Hold a public hearing on December 2005.
6. Adopt the resolution making the final conformity determination in winter 2006.
7. Send SCAG's Conformity Determination to the federal agencies for approval.
8. Approval by federal agencies before April 5, 2006.

Reaffirming approved conformity findings for Ozone, PM₁₀, and CO:

The fine particle conformity determination includes a reaffirmation of the approved conformity findings for both the 2004 RTP and the 2004 RTIP. This reaffirmation includes regional emissions analyses, financial constraint test, timely implementation of Transportation Control Measures (TCMs) report, the use of the latest planning assumptions and the latest approved emissions model, and the appropriate documentation of findings, including reaffirming the process for interagency consultation and public participation.

Interim Emissions Test for Fine Particle (PM_{2.5})

Fine particulate matter (PM_{2.5}) is a new air quality standard, and requires an interim emissions test. An interim emissions test is required before new emissions budgets, which establish the maximum allowable level of specific emissions for particular future years, are developed as part of the PM_{2.5} Air Quality Management Plan/State Implementation Plan (SIP). The interim emissions test for PM_{2.5} necessitates SCAG to run the regional transportation model and the state emissions model (Burden/EMFAC2002) for the year 2002 and for future milestone years, including 2010, 2020, and 2030. The interim emissions test employed for this PM_{2.5} conformity determination is called the *baseline year test*, which entails comparing PM_{2.5} emissions modeled for future milestone years to PM_{2.5} emissions in baseline year 2002. In order to pass the baseline year test, SCAG is required to demonstrate that implementing the 2004 RTP and the 2004 RTIP is not projected to increase emissions of fine particles (PM_{2.5}) in future years above the emissions in the baseline year 2002.

The final PM_{2.5} rule requires PM_{2.5} non-attainment areas to consider both direct PM_{2.5} emissions and significant precursor emissions. The final federal PM_{2.5} rule adds PM_{2.5} precursors, such as nitrogen oxides (NO_x), to the transportation conformity regulations because these gases react and cool to form fine particles. Prior to the submission of the proposed PM_{2.5} State Implementation Plan (SIP/Air Quality Management Plan), direct PM_{2.5} emissions and NO_x emissions must be considered in PM_{2.5} conformity determinations. For this initial PM_{2.5} conformity determination, no federal significance findings have been made to add any additional PM_{2.5} precursors, although additional PM_{2.5} precursors may be required for future conformity determinations after a PM_{2.5} State Implementation Plan has been submitted to US EPA, if additional PM_{2.5} precursors are determined to be important contributors to PM_{2.5} problems in the South Coast Air Basin.

Summary of the 2004 RTP and 2004 RTIP Regional Emissions Analyses for PM_{2.5}

As mandated by the Conformity Rule:

- Baseline year interim regional emissions test: Projected direct PM_{2.5} emissions and NO_x emissions in 2010, 2020, and 2030 are projected to be less than emissions in the baseline year 2002.



- Planning assumptions are documented in Appendix E of the 2004 RTP (p. E-28-E-42) and Technical Appendix Section II of the 2004 RTIP (p. II-5-II-17).
- * EMFAC 2002 was used for Regional Emissions Analysis.
- * Modeling networks for each milestone year are based on projects and completion dates included in Appendix I of the 2004 RTP and Technical Appendix Section II of the 2004 RTIP (beginning on p. II-60).

Reaffirmation of 2004 RTP/RTIP Conformity Tests

- Finding: SCAG reaffirms the applicable conformity findings for both the 2004 RTP and the 2004 RTIP, which can be viewed at:

<http://www.scag.ca.gov/rtp2001/2004draft/techappendix/FinalTechAppend.htm>

and:

<http://www.scag.ca.gov/RTIP/final04/Sec1.pdf>.

- This reaffirmation covers the findings for all applicable pollutants, including regional emissions analyses, financial constraint test, timely implementation of TCMs report, applying the use of the latest planning assumptions and the latest approved emissions model, reaffirming consistency between the adopted 2004 RTIP and the adopted 2004 RTP, and reaffirming the process for interagency consultation and public participation.

Interagency Consultation and Public Involvement Test

- Finding: In addition to reaffirming the already conducted public involvement and interagency consultation test for the 2004 RTP/RTIP, the Fine Particle conformity determination is also undergoing an appropriate process for interagency consultation and public participation.

Conclusion:

The Draft Fine Particle Conformity Determination finds that the 2004 RTP and 2004 RTIP pass the interim emissions tests and reaffirm the previously approved conformity findings.

FISCAL IMPACT

The staff resources for determining air quality conformity for the Fine Particle standard are contained within the Fiscal Year 2005/06 SCAG budget.

REPORT

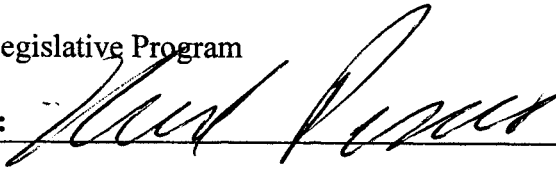
DATE: November 3, 2005

TO: The Community Economic and Human Development Committee
The Energy and Environment Committee
The Transportation and Communications Committee

FROM: Charlotte Pienkos, Government Affairs Analyst
Phone: (213) 236-1811 E-Mail: pienkos@scag.ca.gov

SUBJECT: Draft 2006 State and Federal Legislative Program

EXECUTIVE DIRECTOR'S APPROVAL:



RECOMMENDED ACTION: Approve and Refer to Regional Council for Adoption

SUMMARY:

Every year, the Regional Council adopts a state and federal legislative program to guide the Southern California Association of Government's (SCAG's) legislative activities. This year's program is a continuation of the 2005 adopted program, which was drafted with the input of SCAG's regional, state and national planning partners and the policy committees. SCAG's federal legislative priority is the technical amendment and fair implementation of SAFETEA-LU, the federal surface transportation program. SCAG's state priorities focus on housing and CEQA reform and protecting Proposition 42 revenues.

BACKGROUND:

Each year, the Regional Council adopts a state and federal legislative program that guides SCAG's legislative activities in the coming year. Government Affairs is submitting today a draft of the legislative program to each SCAG policy committee for its approval. Each committee is asked to focus its review on the sections most relevant to its jurisdiction.

The draft 2006 legislative program was created with the input of SCAG's directors, planning and policy staff, and state and federal lobbyists. Because we are in the middle of a two-year state legislative session and because many initiatives are still underway, the draft 2006 legislative program differs only slightly from the 2005 adopted program, which was extensively workshopped with the county transportation commissions and SCAG's state and national planning partners.

SCAG's federal priority in 2006 will be the amendment and implementation of SAFETEA-LU, the federal surface transportation program enacted in 2005. Key state initiatives will include housing and CEQA reform and advocating a constitutional amendment to protect Proposition 42 revenues. The 2006 legislative program will be implemented on January 1, 2006 following its adoption by the Regional Council.



REPORT

FISCAL IMPACT:

Because the SCAG fiscal year runs from July 1st through June 30th, while the legislative year runs from January 1st through December 31st, each SCAG budget covers the last half of the previous legislative session and the first half of the upcoming legislative session. The cost of adopting the recommended action is covered by the FY05-06 SCAG budget for the first half of the 2006 legislation session and requires no additional resources. No funds will be spent to implement the 2006 State and Federal Legislative Program from July 1st through December 31st without the approval of the FY06-07 SCAG budget.

CP#105157v.2



Draft for Policy Committee Approval on 11/3/05

THE SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS (SCAG) 2006 STATE AND FEDERAL LEGISLATIVE PROGRAM

INTRODUCTION

Each year, the Regional Council adopts a state and federal legislative program to direct SCAG's legislative activities. The 2006 Legislative Program, which contains highlights from 2005, will guide SCAG's legislative activities in the coming year.

As in past years, SCAG legislative staff will continue to take action on Regional Council policies where they exist and will communicate Regional Council positions to legislators, administrators and others. SCAG legislative staff will also undertake new initiatives as they arise at the direction of the Regional Council.

SCAG's top federal legislative priority in 2006 is the amendment and fair implementation of the Safe, Accountable, Flexible, and Efficient Transportation Equity Act of 2005 (SAFETEA-LU), the nation's surface transportation program. SCAG will also continue to advocate innovative financing and public/private partnerships for transportation projects, AIR-21, and improved pre-deployment planning in the Transportation Infrastructure Finance and Innovation Act (TIFIA).

On the state level, SCAG will focus on the ongoing, collaborative efforts to protect Proposition 42 revenues from reallocation to the state's General Fund. SCAG will also advocate innovative financing and public/private partnerships for transportation projects and design-build and design-sequencing legislation to expedite project delivery.

In the area of housing and land use, SCAG will continue its collaboration with the Legislature, the Governor, and housing stakeholders to develop and support initiatives that permit local governments and regions to plan for the provision of a 20-year site inventory and allow neighboring jurisdictions to share responsibilities for increasing the housing supply. California Environmental Quality Act (CEQA) reform will also remain a related, top priority.

The 2006 Legislative Program will continue to further the Compass Implementation Framework, which was approved by the Regional Council in June 2004. This framework, or 2% Strategy, is guided by four key principles—mobility, livability, prosperity and sustainability—and addresses the challenges associated with future growth in the SCAG region. Because the 2% Strategy is interdisciplinary, its ideas are incorporated throughout the transportation, housing, growth and land use, habitat and open space, and sustainability sections of the 2006 Legislative Program and are marked with a 2% symbol.

Upon its adoption by the Regional Council, SCAG's legislative staff will implement the 2006 Legislative Program. The timeframe for implementation is the 2006 calendar year. The 2006 Legislative Program is outlined following the 2005 program highlights.

Draft for Policy Committee Approval on 11/3/05

2005 PROGRAM HIGHLIGHTS

Federal Issues

After 12 extensions and 3 years of debate, SAFETEA-LU was passed by Congress on July 29, 2005 and subsequently signed by President Bush on August 10, 2005. The bill operates from August 10, 2005 through September 30, 2009, authorizes \$286.4 billion in funding, including \$52.6 billion for transit programs, and includes more than 6,300 earmarked projects.

Of the 6,300 earmarks nationwide, the SCAG region received approximately 310 earmarks totaling \$1.4 billion. \$916 million of those earmarks will fund projects featured in the Southern California Consensus Program, a collaborative effort led for the last three years by SCAG and joined by:

- ♦ Los Angeles County Metropolitan Transportation Authority
- ♦ Orange County Transportation Authority
- ♦ Ventura County Transportation Commission
- ♦ Riverside County Transportation Commission
- ♦ San Bernardino Associated Governments
- ♦ Imperial Valley Associated Governments
- ♦ Southern California Regional Rail Authority

Consensus Program projects receiving funding include:

- ♦ Alameda Corridor East grade separation improvements: \$178,640,000
- ♦ Desmond Bridge expansion: \$100,000,000
- ♦ I-405 high-occupancy vehicle lane (HOV) improvements: \$130,000,000
- ♦ Eastside Light Rail: \$399,520,000
- ♦ Los Angeles Metro Gold Line extension: \$15,040,000
- ♦ SR-78/Brawley Bypass: \$7,600,000

In trips to Washington, the Consensus Program delegation emphasized that the bottleneck at the Ports of Long Beach and Los Angeles negatively impacts the economy and quality of life of both Southern Californians and the nation. The delegation was instrumental in the creation of several new provisions in SAFETEA-LU designed to address this and other transportation challenges:

- ♦ Projects of Regional and National Significance for 25 projects nationally up to \$1.7 billion
- ♦ Private activity bonds or "exempt facility bonds" up to \$15 billion nationally
- ♦ A public-private partnership pilot program for up to 3 new fixed guideway capital projects
- ♦ Design-build contracting that eliminate the \$50 million threshold for contract size and allows a design-build contractor to become involved during the NEPA project definition phase

Draft for Policy Committee Approval on 11/3/05

- ♦ A value pricing pilot program to collect tolls on new interstate construction and the interstate construction pilot program to permit tolls on interstate highways to fund construction of new lanes/highways.

SCAG also succeeded in SAFETEA-LU in improving the reimbursement process for metropolitan planning organizations, ensuring repayment within 30 days of invoice.

State Issues

SCAG worked throughout the 2005 session to influence the enactment of new laws and the amendment of existing laws in the areas of housing, transportation, and the environment. SCAG continued its participation in the Housing Element Working Group (HEWG), in which discussions were conducted over many months in an effort to improve the housing approval process and to identify new sources of funding that cities need to pay for local services and infrastructure. These reform discussions will continue in 2006.

Related to the subject of housing reform was the Administration's decision to allocate \$5 million in State Planning and Research (SP&R) funds to regional blueprint planning and reimbursement for mandated work on the Regional Housing Needs Assessment. Although the Governor ultimately vetoed the use of SP&R funds for RHNA, an administrative solution is expected that will assist SCAG in the performance of the mandate. SCAG has also submitted a \$2.4 million application for regional blueprint planning funds.

Thanks to the advocacy of SCAG and transportation stakeholders statewide, the Legislature passed and the Governor signed an FY05-06 State Budget that fully funded Proposition 42 to the amount of \$1.3 billion. The full funding of Proposition 42 was a major legislative success; more work remains to be done, however, to amend the State Constitution to prohibit future suspensions of transfers from the General Fund to transportation projects and programs in times of financial crisis.

SCAG also advocated actively on behalf of GoCalifornia, the Governor's transportation package, which included AB 850 (Canciamilla) on public/private partnerships. In the last days of the session, SCAG was asked by the administration to submit technical amendments on AB 850 and did after circulating them among the commissions and AAA. Although the recommendations were not amended into AB 850 due to an impasse between the Governor and Senate President Pro Tempore Perata, the administration may use SCAG's ideas as the basis for 2006 negotiations.

Lastly, SCAG participated in the 2005 CEQA Working Group. Among members of the group, there were commonly held beliefs on streamlining and the exercise of CEQA within streamlined alternatives. No specific, detailed proposal on CEQA streamlining emerged in the session, however, and the effort will continue in 2006.

Draft for Policy Committee Approval on 11/3/05

2006 LEGISLATIVE PROGRAM

The SCAG 2006 Legislative Program describes Regional Council federal and state legislative and administrative priorities that SCAG will pursue during the coming year. The 2006 program is a continuation of last year's program, which included the input of our state and regional planning partners like the California Association of Councils of Government (CALCOG) and the county transportation commissions.

Throughout this section, issues are categorized by subject matter (e.g., Housing, Air Quality) and are grouped into one of three subcategories: Advocacy, Monitoring, or Development.

Issues subcategorized under *Advocacy* are of foremost concern to the Regional Council and will be advocated by SCAG. Issues subcategorized under *Monitoring* are of interest to the Regional Council and will be tracked by SCAG; policy committees and the Regional Council will be alerted to relevant proposed changes in those areas. Issues included under the subcategory *Development* are those in which the Regional Council or its policy committees have asked SCAG staff to further develop ideas, to begin or continue efforts, or to provide more information. They are inventoried here for the Regional Council's information and should not be read as requests for federal or state legislative or administrative action.

SCAG

Roles and Leadership

Working in coordination with the county transportation commissions, Metrolink, and local transportation agencies, SCAG will pursue the following advocacy goals.

Advocacy

- Provide regional leadership in seeking federal and state funding for projects and programs that implement SCAG's adopted 2004 RTP and 2004 RTIP and in advocating for projects needed to maintain air quality conformity in the SCAG region.
- Coordinate advocacy efforts to advance the Southern California Consensus Program and continue consensus building among local transportation commissions, cities, counties, and subregional organizations.
- Advocate federal legislation that facilitates the ability of metropolitan planning organizations (MPOs) to fulfill their roles and responsibilities.
- Advocate state legislation that facilitates the ability of regional transportation planning agencies (RTPAs) and councils of governments (COGs) to fulfill their roles and responsibilities.

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- Advocate a stronger role for regions and MPOs in planning for America's global economic competitiveness.
- With the interstate highway system nearing completion, participate in a national discussion about the role of the federal government in transportation planning and funding to ensure effective participation by the United States in the global economy.

Homeland Security

Development

- Serve as a forum where operations and plans can be discussed and coordinated.
- In coordination with local agencies and other stakeholders, engage as an MPO in a more active role in security and disaster planning.

TRANSPORTATION

SAFETEA-LU

Advocacy

- Advocate amendments necessary to refine SAFETEA-LU's provisions regarding, among other issues, diesel retrofitting in the Congestion Mitigation Air Quality Program (CMAQ).
- Advocate implementation procedures that are favorable to the SCAG region in the SAFETEA-LU rulemaking process.

Development

- Continue Southern California Consensus Program consensus-building meetings, visits, and outreach with Members of Congress, state and federal administration officials, the county transportation commissions, cities, counties, subregional organizations and key stakeholders.

Appropriations

Advocacy

- Advocate congressional support for SCAG's FY 2007 appropriations requests as approved by the Regional Council.
- Advocate appropriations for projects contained in the Southern California Consensus Program.

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- Support earmarks or discretionary funding applications of jurisdictions within the SCAG region consistent with the Southern California Consensus Program, the adopted 2004 RTP, the adopted 2004 RTIP and SCAG policies.

Maglev

Advocacy

- Advocate predeployment planning and environmental review funding for the California Maglev Deployment Program.
- Seek FY 2007 appropriations to continue predeployment planning and environmental review.
- Seek federal, state and local funds and policy maker and community support to complete predeployment planning and environmental review for the Initial Operating System (IOS) stated for completion by 2018.

Aviation

Advocacy

- Support legislation to promote and implement a decentralized aviation system including interconnecting high-speed ground transportation.
- Advocate regional airport systems and improved ground access program funding in the reauthorization of the Aviation Investment and Reform Act for the 21st Century (AIR-21).

Transportation Financing

Advocacy

- Advocate a constitutional amendment to protect Proposition 42 revenues from reallocation to the state's General Fund.
- Advocate addressing the allocation of the state's transportation funds to ensure an equitable distribution throughout the state.
- Support design-build and design-sequencing procurement procedures to expedite project delivery.
- Support local ballot initiatives to fund local transportation projects with local sales tax measures.
- Support legislation that promotes the use of public/private partnerships and other innovative financing mechanisms.

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Development

- Continue face-to-face discussions with state and federal legislators from the region about Southern California's long-term transportation requirements and the funding options needed to address these requirements.
- Participate in the development of revenue mechanisms and strategies to finance major regional projects contained in the adopted 2004 RTP, including proposals to increase transportation funding through user fees and sales taxes on motor vehicle fuels and by adjusting the fuel excise tax rate to maintain historical purchasing power.
- Participate in the development of innovative financing proposals such as tax credit bonds, tax credit equity, tax-exempt bonds, TIFIA grants and TIFIA loans repaid with project-generated revenues.
- Expand consensus building and outreach efforts to the general public to educate regional residents about the unmet cost of the adopted 2004 RTP.
- Evaluate the merits of a regional gas tax/user fee measure and the institutional framework necessary to implement and manage it.

Environmental Streamlining

Advocacy

- Advocate the concept of streamlining the environmental documentation process for projects and programs ^{2%}.

Development

- Build federal, state and local stakeholder support, including public and private interests, for environmental streamlining.

Goods Movement

Advocacy

- Support efforts of the West Coast Corridor Coalition to improve goods movement and reduce congestion along the I-5 from Vancouver, B.C. to Ensenada, Mexico.
- Urge the state and federal government to take action to limit the mobile source emissions arising from goods movement.
- Support regional efforts underway by transportation agencies that develop goods movement projects through the use of financing concepts including user fees and other revenue generating mechanisms to service debt instruments.

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Development

- With the participation and input of the county transportation commissions, Metrolink, and local agencies, develop the concept of user-supported dedicated facilities that offer a viable and potentially self-financing solution for mitigating congestion, reduce mobile source emissions arising from goods movement in Southern California, and ensure the safe and efficient movement of goods essential to the nation's economy.

Southwest Compact

Advocacy

- Advocate legislation that corresponds with SCAG's ongoing efforts to develop the Southwest Passage, a multi-state goods movement trade corridor along the I-10, and the Southwest Compact, a coalition of states sharing goods movement and economic development interests.

COMMUNITY, ECONOMIC AND HUMAN DEVELOPMENT

Housing

Advocacy

- Working with the administration, develop a state-funded reimbursement program for the Regional Housing Needs Assessment (RHNA) mandate at the regional and subregional levels.
- Working with housing and CEQA task forces conducted by the Legislature and the administration and with other housing stakeholders, develop and support legislation to redefine the local and regional responsibilities in implementing state housing goals.
- Support initiatives that call for local governments and regions to plan for the provision of a 20-year site inventory, based on natural increases in population and job growth, and that allow neighboring jurisdictions to share responsibilities for increasing the housing supply.
- Advocate the use of state and federal funding to incentivize jobs/housing balance, infrastructure, and environmental mitigation programs in local jurisdictions ^{2%}.
- Encourage the U.S. Department of Housing and Urban Development's participation in the development of housing strategies with the U.S. Department of Transportation.

Growth and Land Use

Advocacy

- Support federal and state funding initiatives designed to promote mixed-use and multi-modal development ^{2%}.

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Development

- Participate in the development of legislation related to the jobs-housing balance including, but not limited to, CALCOG growth policies, construction defect litigation and water availability^{2%}.
- Encourage cities and counties to adopt land use policies that help the SCAG region achieve air quality conformity and transportation system performance^{2%}.

Local Finance

Monitoring

- Via CALCOG, CSAC, the League of Cities and other organizations, monitor legislation pertaining to local finance, including bills and constitutional amendments regarding local sales taxes, property taxes, and gaming fees.

ENERGY AND ENVIRONMENT

Air Quality

Advocacy

- Advocate community impact and air quality mitigation programs for goods movement projects.
- Support air quality programs that incentivize the acceleration of private and public fleet turn-over to help reduce total regional emissions from on-road mobile sources.
- Support programs that incentivize cost-effective, market-based approaches that promote air-quality beneficial urban form, including incentive programs to encourage pedestrian/bike-friendly redevelopment projects that will help reduce vehicle miles traveled, congestion, and associated emissions^{2%}.
- Support programs that fund outreach, education, and incentive programs to encourage behavioral change needed to help reduce vehicle miles traveled, congestion, and associated emissions.
- Urge the state and federal government to take action to reduce mobile source emissions under their jurisdictions or to delegate authority over these mobile sources to local governments.

Monitoring

- Monitor air quality issues affecting the SCAG region.

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- Monitor legislation or regulations pertaining to power plants located on the Mexican side of the U.S./Mexico border and to their negative effect on air quality in the SCAG region.

Energy

Monitoring

- Track energy legislation relating to the formation, aggregation, and siting of utilities, energy efficient building standards, and renewable energy resources.

Development

- Encourage state efforts to develop energy goals and coordinate local initiatives to provide reliable, secure and safe energy at the lowest possible cost.
- Encourage efforts by the federal, state and local governments of the United States and Mexico to formulate an agreement establishing common environmental standards for the US/Mexico border.
- Encourage the installation and maintenance of California Best Available Control Technologies (BACT) on power plants in neighboring states and on the Mexican side of the US/Mexico border.

Habitat and Open Space

Advocacy

- Advocate market-based, incentive approaches to habitat management at the urban-rural interface, such as easement rights acquisition.

Monitoring

- Monitor state and federal legislation that affects the management of wilderness habitat, urban habitat, endangered species, and recreational open space.

Development

- Encourage the development of state and federal legislation that better integrates habitat conservation planning with regional transportation and land use development plans^{2%}.
- Encourage the development of state legislation that supports the better integration of science into habitat and open space management.
- Encourage the development of state legislation that incentivizes the preservation of agricultural lands subject to urbanization pressures^{2%}.

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Sustainability

Advocacy

- Support state legislation that promotes sustainability and environmental justice in local and regional planning ^{2%}.
- Support state legislation that incentivizes the development of brownfield sites in urban areas ^{2%}.
- Support state legislation that incentivizes the adoption of green building standards ^{2%}.

Development

- Encourage the development of state and federal incentives to promote urban infill development, as proposed in the Compass Implementation Framework ^{2%}.

Waste Management

Advocacy

- Support legislation that removes impediments to the adoption of transformation or conversion technologies that will help municipalities maintain or exceed their requirement to divert 50% of their solid waste away from landfills.

Monitoring

- Track state legislation that proposes changes to solid waste diversion mandates, establishes new mandates for solid waste management including electronic waste, or changes municipal recycling procedures.
- Track state legislation that proposes changes to the management and handling of hazardous waste.
- Track California Integrated Waste Management Board (CIWMB) regulatory actions, including issues regarding specific types of waste, alternative daily cover, tipping fees, and markets for recyclable materials.

Development

- Encourage the development of state legislation and regulations to incentivize the deployment of innovative recycling and conversion technology projects.
- Encourage the development of state legislation that incentivizes the recycling and reuse of building demolition debris.

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Water

Advocacy

- Support legislation that encourages comprehensive planning and implementation of water quality and supply measures, including the creation and operation of local agency initiatives for improved management of regional water resources ^{2%}.

Monitoring

- Track amendments to Clean Water Act, particularly those involving stormwater and non-point source pollution.
- Track state legislation, regulatory action and pending litigation regarding the implementation of total maximum daily loads (TMDLs).
- Monitor developments in the Bay Delta and on the Colorado River to ensure that the quantity and quality of Southern California water supplies are appropriately protected.
- Track state legislation and regulatory action and litigation concerning regional water impairments and water supplies.

REPORT

DATE: November 3, 2005

TO: Energy and Environment Committee

FROM: Jennifer Brost Sarnecki, AICP, Associate Regional Planner,
213-236-1829, brost@scag.ca.gov

SUBJECT: Energy Working Group

EXECUTIVE DIRECTOR'S APPROVAL:

For Sarah for Hank Pisan

RECOMMENDED ACTION:

Authorize staff to form the Energy Working Group to assist staff in the development of the Energy Chapter of the Regional Comprehensive Plan.

SUMMARY:

Staff is presenting a list of potential Energy Working Group (EWG) participants for Energy and Environment Committee (EEC) approval.

BACKGROUND:

On July 7, 2005, the EEC directed staff to recommend a forum that would address energy policy in depth. On September 1, 2005, staff reported on the steps needed to assemble the energy working group. On October 10, 2005, the EEC approved the approach for completing the Energy Chapter of the Regional Comprehensive Plan (RCP), which included the formation of an energy working group. Staff is now seeking approval to form the Energy Working Group to assist staff in the next phase of the development of the RCP Energy Chapter and to help staff identify energy issues to be discussed at future EEC meetings.

FISCAL IMPACT:

Work related to this item is included in the FY 2005/2006 Overall Work Program under Work Element 06-035 (Regional Comprehensive Plan & Guide). Costs associated with stipends for participation at meetings by elected officials are included in the FY 2005/2006 General Fund.

Potential Contacts for the Energy Working Group

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Los Angeles Office

B.B. Blevins, Executive Director
California Energy Commission

Felix Oduyemi, Senior Project Manager
Southern California Edison

Mark S. Martinez, Project Manager
Southern California Edison

Ronald Deaton, General Manager
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Cheryl Collart, Executive Director
Ventura County Regional Energy Alliance

Susan Sifuentes Trigueros, State Governmental Affairs Manager
Southern California Gas Company

Marilyn Lyon, Program Manager
South Bay Energy Savings Center

Howard Choy
Los Angeles County Energy Management Division

Jesus P. Silva, General Manager
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Evelyn Slavin
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Bill Allayaud, State Legislative Director
Sierra Club California

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